

# LIGHTS AND SHADOWS OF THE WAR

Correspondence of the Associated Press

HONG KONG, Oct. 21.—As the gateway to the commerce of the far east and England's most important stronghold in the Orient, Hong Kong feels the effect of the European war more keenly than most of England's outposts. Being strongly fortified, there is every reason why an enemy should seek to make Shanghai less formidable.

Ordinarily, ships are permitted to approach Hong Kong island through two channels which lead into the river harbor. One of these is now closed and the other channel is carefully guarded and swept daily for mines. Early in the war a Chinese junk was discovered sowing mines in the entrance to the inner harbor. There have been constant rumors since then of the discovery of mine sweepers and other craft supposed to be in the hire of England's enemies. No movements of ships are permitted in Hong Kong harbor now at night and searchlights constantly play over the waters to locate anyone who has escaped the vigilant police boats. The lights also wander over the mountains about the harbor entrance on which disappearing guns are concealed.

An American gunboat is the only warship in the harbor at present, and American gunboats alone patrol the Pearl river, leading to Canton, and afford protection to foreigners, who have little faith in the Chinese navy but in ordinary times enjoy the protection of ships belonging to several of the European nations.

Most of the English troops ordinarily stationed at Hong Kong are also gone and their duties have been taken over by the English home guard. Hundreds of the Englishmen employed by the various banks, shipping concerns and mercantile houses have volunteered for the war so that the regulars might go to European battlefields. Docks are guarded by these volunteers. The camp where hundreds of Germans and Austrians are interned is in charge of volunteers. Squads of the civilians may be seen drilling in various parts of the city preparatory to giving part of their time to guard duty.

The English volunteers wear khaki suits with Norfolk jackets and short trousers which leave the knee exposed. Englishmen of all ages may be seen walking about Hong Kong in these uniforms with the same pride the home guards in London and Liverpool take in their unusual uniform.

Golf courses and tennis courts are deserted for the time being, as most of the able-bodied men who have not returned to England are getting their exercise through military duty. Strict watch is kept upon all passengers entering or leaving the island either by boat or train. Only persons with passports or other proof of their citizenship are permitted to enter, and all newcomers must report immediately to police headquarters and make their movements known to the officers. Even English citizens leaving an English boat for the few hours it stops in Hong Kong on its way from England or India to Shanghai or

Japan must report to the police and obtain a permit to leave the island again. Recently scores of persons who regarded this regulation as more red tape which could be overlooked have been left standing on the dock while their steamer moved out of the harbor.

Before the war Germans had extensive business interests in Hong Kong and were formidable competitors of the English. Many of the German business men escaped before they were interned, and are directing their affairs from Canton. The transfer of the Dollar line ships to the English flag and the sale of the Pacific Mail boats will make it practically impossible for German firms to effect any considerable shipments of freight, as few bottoms will be available, except those under the British and Japanese flags.

Tourist travel to Hong Kong has practically ceased. The hotels have few guests excepting business men and English volunteers who are on shore waiting for their ships to start for the Suez. Nearly every boat starting for England carries a delegation of young Englishmen whose friends gather at the docks to bid them goodbye as they sail off to war.

## DELINQUENT SALE NOTICE

### CASH BOY CONSOLIDATED MINING COMPANY.

Location of Principal Place of Business, Carson City, Nevada. Location of works, Tonopah, Nye County, Nevada.

NOTICE: There are delinquent upon the following described stock on account of Assessment No. 4, levied on the 26th day of August, 1915, the amount set opposite the name of the respective shareholder:

No.	Name	Shares	Amt.
25	W. H. Dickson	2500	\$25.00
27	John Adams and		
48	Jas. Rogan	100	1.00
48	Kenneth Booth	125	1.25
72	Moore & Watkins	200	2.00
101	Mrs. Annie Jackson	1000	10.00
106	F. J. Martin	125	1.25
116	J. M. Chambers	200	2.00
127	H. H. Mead	250	2.50
138	Louis E. Bullock	1500	15.00
121	E. H. Mead	500	5.00
127	M. W. Smith	5000	50.00
128	E. H. Mead	1000	10.00
148	Thos. J. Bergin	300	3.00
178	E. D. Mills	212	2.12
195	A. Fred Wey	250	2.50
197	M. W. Smith	5000	50.00
A237	Nat. Boas	1000	10.00
A231	Nat. Boas	1000	10.00
A234	S. M. Haskell	1000	10.00
A235	Nat. Boas	1000	10.00
A236	E. H. Mead	1000	10.00
A252	Nat. Boas	1000	10.00
A253	Thos. S. Robinson	1000	10.00
A254	Gerrard K. Deuel	1000	10.00
A255	Amelia J. Ruby	1000	10.00
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2354	Smith & Amann	1000	10.00
2384	Robert K. Kneass	1000	10.00
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2497	Robert K. Kneass	1000	10.00
2498	Robert K. Kneass	1000	10.00
2499	Robert K. Kneass	1000	10.00
2500	Robert K. Kneass	1000	10.00

279	Saml. H. Cox	100	1.00
781	Jos. Fazio	100	1.00
789	Jos. Fazio	100	1.00
306	Daisy L. Sullivan	500	5.00
292	P. M. Geer	1000	10.00
298	Chas. Kappeler	50	.50
284	John W. Snow	500	5.00
293	Paul A. Farrell	1000	10.00
702	G. A. Braveman	100	1.00
745	Minear & Co.	100	1.00
747	David Pfeiffer	100	1.00
738	David Pfeiffer	100	1.00
829	David Pfeiffer	500	5.00
821	David Pfeiffer	500	5.00
832	David Pfeiffer	500	5.00
264	H. O. Tully	200	2.00
511-540	Jno. J. O'Connor	5000	50.00
792	Baruch & Co.	100	1.00
2432	Wm. Claus	1000	10.00

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## ELECTRICITY SAID TO BE RUNNING WILD IN RENO

An inspection of the street railway system in Reno made by the fire chief and city electrician disclosed the insufficient bonding of the track and therefore makes the business district dangerous on account of fires that may be started. Insurance companies declare that unless the track is rebonded insurance rates in the city will be given a big boost. Hot water pipes were found in the basement of the Washoe grocery store, which was destroyed by fire two weeks ago, and on the corner of Second and Center streets the tests showed that there were 60 amperes of escaping electricity.

## MILLER MOUNTAIN IS SHOWING MUCH GLASS

Ellis McBride returned this week from a trip to Miller mountain and reports a great deal of mining activity in that section and predicts that within the next twelve months it will be one of the most important camps in the state. The Miller Mountain Mining company is pushing development and has already blocked out an enormous tonnage of high grade silver-lead-zinc ore—Western Nevada Miner.

## PICTURE ORE ON THE LEMAIRE LEASE

In the west drift in the Watt mine at New York canyon, miners in a stoppe are this week breaking down ore that runs from \$500 to \$600 per ton. The rich pay is in a streak that varies from 6 inches to a foot in width. The operations in the Lemaire lease on this property have furnished several shipments of ore in the past year.—Reveille.

## WABUSKA COUPLE WED IN RENO

Samuel Butulla and Miss Olive Johnson of Wabuska were married Monday night by Justice of the Peace Unsworth. The ceremony was performed in the city hall, and was witnessed by Raymond Peury and George Aitken. Mr. and Mrs. Butulla left for San Francisco last night, and will return later to reside at Wabuska.—Gazette.

## HORSES FOR GOVERNMENT

Yesterday 24 horses, purchased by Captain Van Lear and Dr. C. A. Barber, United States army officers, were shipped to Fort Keogh, Montana, over the Western Pacific. Forty-eight horses purchased by the same officers were shipped from Red Rock, says the Humboldt Star.

## TEST WELL IN DIAMOND VALLEY